

WASHINGTON, D. C., SUNDAY, MAY 2, 1909.

CAPITAL WILL AID SOUTHERN GROWTH

Becomes Railroad Center of
a Large Region.

TRAFFIC MUST GO THIS WAY

Washington, at Head of Navigation
and Terminal of Railroads, Occupies
a Commanding Commercial
Position—Movement Toward Manu-
facture and Jobbing Trade Starts.

Washington occupies a peculiarly significant relation to the Southern States. That relation involves more than the mere fact that it is the Capital of the nation and the storm center of its political activities. This relation touches upon the social interests and the commercial progress of the region in which it is geographically situated.

Washington stands at the head of navigation on the Potomac River, and such is the connection between land and water transportation that this city is the strategic point of both. Traffic between the South and the Northeast must pass through Washington. As a fact, all such traffic sent by rail passes over the railroad bridge between the District of Columbia and the Potomac freight yards in Virginia.

Gateway to the South.

This city, therefore, is the natural northeastern gateway to the South. It was in recognition of this fact that Southern railroads and Northern railroads terminate here, and that the railroad companies interested have recently expended nearly \$20,000,000 in one of the most elaborate traffic terminals to be found in North America. Traffic men see that Washington must play an important part in the development of the Southern States, and they have made preparation therefor by the expenditure of these millions of dollars in a railroad equipment far greater than any other and more important commercial cities possess.

Being thus a gateway to traffic, the inference necessarily follows that in Washington, or in its immediate vicinity, must grow into being a large and active manufacturing and an important wholesale, jobbing, and commercial business. The manufacture may be on the Virginia side of the river and the wholesale business may in time come to be centered in Alexandria, but that this point on the Potomac River is to be at some time in the future one of the large commercial, manufacturing, and trade centers of the United States is written large upon the railroad and steamship map of our country.

Why the Movement Starts.

It matters little that Washington has never been silted by the grime of smoke or its population made sordid in association with the counting room and the financial district. It matters not that the factories are still to be built. They will be built just as surely as they have at Chicago, Buffalo, Philadelphia, Norfolk, St. Louis, and New Orleans, for about the same reasons that brought them earlier to those places.

The South in future years will look more and more to Washington for its trade supplies, its products of manufacture, and its financial accommodations. The movement has only started, and once started it will grow with amazing rapidity in these modern days. The erection of the steel plant at the mouth of the Anacostia River, the abortive now under construction near Rosslyn, the building of the branch line of the Baltimore and Ohio Railroad into Georgetown, and the purchase of the site for the pump works above Alexandria, on the Virginia side of the river, which will occupy about three acres, are the present indications of the manner in which this movement is coming on.

Commercial Congress Comes.

Possibly the most important straw of all, showing the direction of the wind, commercially speaking, is the selection of Washington for the headquarters of the Southern Commercial Congress, which has for its avowed object the exploitation of the resources, and the commercial upbuilding of the Southern States. This Congress selected Washington as the vantage point of its operations, has purchased a site for its headquarters, will soon erect the building, and its managers are at the present time collecting an endowment fund for the enterprise of \$1,000,000. The eyes of the South are turned to the Northeastern gateway as the place of entrance for the goddess of prosperity, whose presence will shower blessings upon the workers of that region.

Washington, apart from its political entity, is a Southern city. It is, of course, upon the northern border, but its position, a large part of its people, its sentiment, and its social affiliations are Southern. It has always been so. True, the city has taken on many cosmopolitan ways, it will naturally be a world city in days to come. It will be the Mecca of the American as well as the traveler from other parts of the globe, but to all intents and purposes it is and will be a Southern city.

Southerners Look This Way.

Washington, through the Department of Agriculture and other bureaus of the government, must be the point from which Southerners will seek help and inspiration for the development of its plantations and its industries of all kinds. Through government publication much of this information is already filtering through the South, but through the Commercial Congress and by other means this information hereafter will be sent there by methods which will prove more effective and popular.

The Southern man is about to become a better informed man. He will be a closer student of his business in relation to the general progress of the time and of the region and world of which he forms a part. In the place of restricted local ideas, he will gradually take in State, sectional, and national views of larger scope. His efforts will gain twice in effectiveness, and he will arrive at the consciousness of belonging to a thriving, growing country, a progressive State, an advancing division of the sisterhood of States, and to a nation taking its place in the forefront of the big world powers.

This will mostly come to the Southern man through Washington, and it is from

FACTS ABOUT SOUTHERN GROWTH.

	1880.	1900.	1908.
Population.....	16,269,960	23,548,401	26,834,706
Manufactures.....	\$257,244,964	\$1,182,492,968	\$2,100,000,000
Capital.....	\$485,454,777	\$1,485,442,177	\$2,900,000,000
Cotton mills.....	\$21,000,000	\$112,337,000	\$266,500,000
Spindles, active.....	667,754	4,532,729	10,442,751
Looms, active.....	14,323	112,806	222,839
Cotton used, pounds.....	108,634,359	747,744,066	1,069,518,832
Cotton gins.....	45	380	800
Capital.....	\$5,500,000	\$54,450,000	\$90,000,000
Pig-iron made, tons.....	297,201	2,904,671	\$9,485,221
Coke made, tons.....	372,496	5,730,584	\$9,280,471
Lumber products, value.....	\$30,900,000	\$188,114,000	\$365,000,000
Lumber cut, feet.....	7,410,254,000	13,890,107,000	\$19,262,582,000
Farm products, value.....	\$660,000,000	\$1,271,654,000	\$2,225,000,000
Cotton crop.....	5,723,594	9,043,296	10,582,966
Value, without seed.....	\$112,363,000	\$329,353,000	\$614,024,000
Grain products, bushels—			
Corn.....	496,825,484	476,665,808	\$715,780,000
Wheat.....	55,301,486	30,758,826	\$9,485,000
Oats.....	55,291,270	32,908,256	\$43,053,000
Mineral products, value.....	\$121,817,900	\$114,845,000	\$238,518,347
Coal mined, tons.....	6,057,963	49,408,609	\$94,829,835
Petroleum, barrels.....	179,690	1,700,671	\$6,216,427
Phosphate mined, tons.....	100,763	1,489,297	\$2,253,138
Railroad mileage.....	20,612	32,294	67,181
Exports, value.....	\$284,905,753	\$484,444,177	\$648,098,715
National banks.....	\$171,454,172	\$106,796,094	\$1,100,417,828
Capital.....	\$46,589,809	\$86,371,990	\$162,588,230
Individual deposits.....	\$64,732,249	\$564,808,284	\$581,277,597
Other banks, deposits.....	\$82,444,326	\$254,439,158	\$624,752,437
Common schools.....			
Expenditures.....	\$9,736,040	\$26,353,818	\$37,687,615
Property, true value.....	\$7,565,000,000	\$13,853,073,419	\$20,673,698,216

*Figures of 1907. †Figures of 1906-06. ‡Figures of 1892.

LAUREL IS GROWING

Cotton Duck Mills Putting
in Improvements.

NEW STATE ROAD STARTED

Rolling Mill Developing Industry
with Power Derived from Patuxent
River—Ice Factory Will Furnish
Needed Product Cheaply—Town
Owns and Operates Electric Plant.

Laurel, Md., May 1.—This little city of 2,500 inhabitants, midway between Washington and Baltimore on the Baltimore and Ohio Railroad, appears more particularly to the home owner desiring a place of residence within easy reach of the nation's Capital and the metropolis of the South than to the manufacturer, though there are several commercial enterprises here.

The Laurel mills, a branch of the Mount Vernon-Woodberry Cotton Duck Corporation, is installing a large number of new looms for weaving cotton bags. The Laurel rolling mill is developing a new industry to be operated by power obtained from the Patuxent River. This concern will place on the market articles made from various metal alloys.

Ice Plant Nearly Finished.

A new ice plant is under construction and will be ready for operation before the summer opens. This industry is especially needed, as there was practically no ice harvested during the past winter. The new electric light plant, owned and operated by the town, is giving great satisfaction, and the number of consumers is growing. The apparatus has been installed in duplicate and assures constant service, overcoming the greatest fault of the old plant.

The State road commission has begun work on the Baltimore-Washington boulevard, known as State Road No. 1. This particular section lying between Main street and the Patuxent River bridge will require an eight-foot fill to bring it up to grade. Its completion will eliminate one of the worst places in the road.

Automobilists Like the Road.

The road is becoming a favorite with the automobilists, which popularity is bound to increase as the whole road is completed between the two cities. The telephone company is removing the large poles from Washington avenue, which is part of the boulevard, placing them on a private right of way, thereby making a decided improvement in the appearance of that avenue.

The Clover Leaf Inn has recently changed hands. Its guests, permanent and transient, speak in highest praise of the operation under the new management. JULIEN M. WINNEMORE, Recording Secretary Improvement Association.

HAS LARGE CIVIC SPIRIT.

Florida Town that Spends Money in
Municipal Improvement.

De Funiak Springs, Fla., May 1.—We are located in Western Florida, what is termed the "highlands of Western Florida."

During the past year the city has installed an excellent system of waterworks and sewerage. The municipality owns this system, and it is intended to install an electric light system, also to be owned and controlled by the municipality. The public-spirited citizenship has placed before their property on the principal streets many thousands of feet of cement walks and is completing a hard-surface driveway of a mile and a half around the beautiful spring in the heart of the city.

As to buildings, De Funiak Springs has added considerably during the past twelve months. The Florida Chautauqua Association has built a big auditorium at a cost of about \$20,000. On every hand business blocks and residences are being erected. The town has now in the course of construction a school building of ten rooms which will cost about \$15,000.

We have had a steady and continuous growth for several years, which means, we feel, a permanent growth.

Texas Town Shows Life.

Atlanta, Tex., May 1.—Atlanta is entering upon an era of industrial activity. We have recently voted bonds for waterworks and made arrangements for natural gas. A public building is in the assured fact. With an excellent quality of glass sand and natural gas, the town has on hand the securing of a glass factory and other manufacturing enterprises.

J. L. LOVELAKE,
Secretary Cass County Industrial League.

BUILDING IN ARKANSAS.

Camden Erects \$75,000 Hotel and
Starts a New City Hall.

Camden, Ark., May 1.—While business has been in a measure dull, there has been considerable activity in the building line.

A \$25,000 hotel has been built here in the past year, besides about twenty brick business houses. The plans for a \$100,000 city hall are now in the hands of contractors for estimates, and it is expected the work of construction will begin in a short time. Also, a new schoolhouse is to be built during the coming summer.

While there is nothing in the nature of a boom, there is a brighter outlook for the future at the present time than there has been for years, and this feeling of optimism is spreading throughout the entire community. A truck growers' association has recently been organized and already has an acreage of more than 2,000 for this season.

The board of trade is active.
FRED D. JAMES,
Secretary Board of Trade.

Has Five Large Factories.

Nettleton, Ark., May 1.—Five large manufacturing plants are located here, representing an investment of more than \$200,000 capital. In the past year several brick business buildings have been erected, and the present year is starting off with general improvement. Nettleton has the St. Louis, Iron Mountain and Southern Railroad, the Frisco system, Jonesboro, Lake City and Eastern, all main lines, and three depots. We completed last year a \$10,000 brick and concrete schoolhouse.

ELKINS GROWING RAPIDLY

Electric Railroad Will Connect It
with Belington.

Prospect Looks Bright to Vice President of the State Board
of Trade.

Elkins, W. Va., May 1.—As to the progress made by the rapidly growing town of Elkins in the past year, I will say that, in spite of the general business depression, we have made in that period distinct progress.

Rails for the electric railroad connecting with the Baltimore and Ohio, at Belington, twelve miles distant, have been laid through the town and the work of grading the road, along its entire length, is in progress. The Western Maryland Railroad already connects us with the Baltimore and Ohio, at Belington. The electric line will build up the intervening territory, give another railroad connection, and will later be extended and made part of a continuous electric line from here to Hartsburg, by way of Grafton and Baltimore.

The State Home for the Aged and Orphans of the I. O. O. F. has been erected, and will be completed early this summer. The building and grounds cost \$150,000. A number of substantial office and business blocks have been erected, and a large number of handsome residences built.

Our local industries, employing hundreds of men at good wages, have kept in operation, many of them enlarging their plants and extending the scope of their business.

Our merchants and banks have been doing a conservative business and are all in satisfactory condition.

The outlook is very bright. There is a definite and almost certain prospect of getting another railroad built into the town. The practically inexhaustible supply of timber and coal in our adjacent territory, with cheap natural gas for fuel, will inevitably place Elkins in the first rank of West Virginia cities, and her miles of brick paved streets, pure water, her educational institutions and other natural advantages make the town the most desirable residence city in the State.

Okla. Town Improves.

Vinita, Okla., May 1.—Vinita has increased in population from 3,200 to 5,116, built twenty miles of cement sidewalks and curbs, built two miles of vitrified brick paving and let contracts for two miles more; built four new business blocks, with contracts for two more, together with a new modern four-story hotel; Frisco Railroad will construct a Harvey eating-house, for which the plans are now here, and the State Hospital for Insane is to be built at once. A \$20,000 county courthouse and a \$75,000 high school, all to be built here this year.

E. B. DAVIDSON,
Secretary Commercial Club.

FARMS OF SOUTH RAISE FINE CROPS

Much Land Everywhere Still
in Virgin Fertility.

PROGRESS IN AGRICULTURE

Government Expert in Soils Points
Out Possibilities of Improving the
Quality and Diversity of Crops.
Reads Like a Fairy Tale—Glimpse
Into the Survey Work.

In discussing the soil resources of the Southern States it is necessary to hold in mind the immense magnitude of the subject. Texas alone of the Southern States has a land area greater than that of either France or Germany. The aggregate land area of these States is as great as the land area of Western Europe. Beginning in the West, the State of Texas contains probably the largest body of partially developed agricultural lands yet remaining in the United States.

The great stretches of prairie land in Central and Northern Texas are rapidly developing as cotton lands and as the great Southern home of corn and alfalfa. Upon the basis of corn and alfalfa alone the meat production of Texas may be vastly increased, and as the public range land of the more northern States is occupied by homesteaders and subdivided into farm lands the prairie farmers of Texas will meet an increasing demand for beef and pork, which can be produced at a minimum expense on the basis of Texas corn and alfalfa.

Raise Cuban Tobacco.

The soils of Northeastern Texas produce a grade of cigar filler tobacco which compares favorably with the best in the island of Cuba. The area of Texas soils which can be utilized for this crop is measured by square miles and not by acres. The acre value of the crop far exceeds that of cotton, corn, or any other product of the region.

The development of the rice and sugar cane industries through the Gulf portion of Texas is in its infancy. The extension of the sugar industry in a single county of Texas is on such a scale that the rivers must be deepened to furnish transportation for the output of a single group of plantations.

Across the Sabine River in Louisiana the lumbering industry has made such progress that thousands of acres of land previously forested are being thrown open to agricultural occupation. All through Western and Northern Louisiana the sandy loam soils are suited to cotton production, to fruit raising, and vegetable raising, and the bayous lying in the southern part of the State are being developed by private enterprise, and the rich alluvial soils of the Mississippi delta still remain practically untouched except along the front lands and the bayous. Less than one-half of the land area of Louisiana is now included in farms and not over one acre in six was reported as improved land by the census of 1900.

Rich Lands on the Rivers.

There are 8,500 square miles of alluvial bottom lands between the Yazoo and Mississippi rivers in the State of Mississippi. About 20 per cent of this land is cultivated and the balance awaits drainage and occupation. This land consists of "the cream of six of the richest prairie States" washed down the river and deposited at the front door of the State of Mississippi. Its development and occupation are awaiting only proper levee systems and drainage.

In the southern part of the State lands formerly occupied by extensive cotton plantations are found well suited to the production of several varieties of cotton and the seacoast section is beginning to be developed for the extensive production of truck and fruit crops in Northeastern Mississippi another belt of black prairie exists similar to the alfalfa soils of Northern Texas. Pioneer planters are now reaping a profit of \$60 per acre through the medium of this crop.

The soil survey work in Alabama shows that the Gulf counties are well suited to the production of all the truck and fruit crops common to the Gulf of Mexico coast. They contain extensive tracts of land available for cotton and favored conditions can be developed for growing sugarcane, Northward in the State the red soils of the Orangeburg series are suited to growing the Cuban filler type of cigar tobacco, and a start has been made in the introduction of this crop.

The "Black Belt," mentioned in Mississippi, extends throughout the central portion of Alabama, giving opportunity for the production of alfalfa. In the eastern and northern parts of the State extensive areas of soils well suited to apple and peach production, while the Tennessee limestone soils along the Tennessee line have a higher value than has yet been appreciated for the production of wheat, and other grain crops.

Florida Yet Undeveloped.

The peninsula of Florida, with its peculiarities of climate and soil, gives an eastern semi-tropical region unique among the Southern States. Not one acre in twenty of Florida lands is yet developed. With proper drainage there are thousands of square miles of land within the State which may be utilized for the production of staple and special crops. In the northwestern portion of the State the tobacco industry has rapidly developed. Both the Sumatra wrapper and the Cuban filler tobacco are produced. In 1902 3,000 acres of tobacco were planted in Florida, giving a yield of 1,600,000 pounds, with a farm value of less than half a million dollars. In 1907 the acreage amounted to 7,500 acres; the yield was nearly 7,000,000 pounds and the farm value was \$1,225,000.

The area of tobacco soils in Northwest Florida is sufficient to allow a tenfold multiplication of this profitable tobacco industry. There has been a wonderful development of the citrus fruit and trucking industry throughout Florida, but with 200,000 acres of undeveloped land the beginning has just been made.

Diversity in Georgia.

The soils of Georgia present a wide diversity in agricultural opportunity. Rice and Sea Island cotton along the seaboard, long-staple upland cotton in the southern eastern counties, tobacco in Southwest Georgia, fruit and cotton through Central Georgia, and grain and apples in North-

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SOUTHERN PROGRESS SECTION.

This section of THE WASHINGTON HERALD will be devoted week by week to the commercial development of the future, in which the Southern States will play the leading part. It will record facts, great and small, that demonstrate the South's activities. It will include such general matter as will be helpful to the thinking men of the South in shaping their labors to work out the great destiny of their section.

THE WASHINGTON HERALD accepts as within the scope of this weekly report all States included in the efforts of the Southern Commercial Congress, and it indorses the broad nationalism of that movement "For a greater nation through a greater South."

THE WASHINGTON HERALD is nonsectional, and, as sectionalism is always based upon misunderstanding, it will, through these pages, make the South better known to itself and to the world.

These pages this week speak the opening lines of the drama, "The South has in combination more coastline, more navigable streams, more water-power, more minerals conveniently placed, more forests, and more general accessibility to its coastline than any other portion of the United States."

All articles or correspondence for these pages should be addressed to

SOUTHERN PROGRESS SECTION.

THE WASHINGTON HERALD, Washington, D. C.

ADDS NEW INDUSTRIES.

Missouri Town Seeks and Establishes Several Factories.

Chillicothe, Mo., May 1.—The city of Chillicothe, Mo., on the main line of the Chicago, Burlington and Quincy, Waldo, Chicago, Milwaukee and St. Paul railroads, in the midst of one of the finest agricultural sections of the South, has shown material progress during the past year. Through the efforts of its citizens, its efficient Merchants' Association, and its progressive mayor and city administration, it has added to its industries during this period a large shirt and overalls factory employing hundreds of women and girls, a finely equipped ice plant, costing \$40,000, and a \$50,000 brick and tile factory, the latter being built and supported by local capitalists.

MAKE MONEY FROM TRUCK.

Wauchula, Fla., Has Cash and People Are Contented.

Wauchula, Fla., May 1.—We have just closed a successful trucking season. Some growers made as much as \$400 or \$500 per acre in string beans and cucumbers. We have plenty of money here and an abundance of undeveloped resources. What we most need is more good settlers, full of energy and willing to work. I came here five years ago with nothing and now have property for which I would not take less than \$3,000.

THREE SOUTHERN PROBLEMS

Railroad, Farm, Waste Land Keys to Prosperity.

Marketing Cotton One of the Economic Riddles Waiting for Solution.

From the Wall Street Journal.

So rapidly does the development of the South move that it allows those who are in the midst of it little time to philosophize on the underlying phases of its progress.

Among the immediate needs is a way of enabling the railroads to measure up to the commercial and industrial requirements which they have helped to bring about. To a certain extent this is a problem of capital. But to no less an extent is it a problem of labor and of the ability to manage labor. Before the panic Southern railroads had a comparatively low measure of efficiency in their operation. This has been improved and there has been a weeding out of inefficient units. The problem will be to maintain this standard with the rise of traffic demands which comes with the revival of industry and trade.

Another problem of Southern progress relates to its agriculture. Its main product is still cotton. Here is a crop valued in round numbers at about \$600,000,000 a year, on which the world depends as on few other crops, but which is still marketed under the greatest disadvantages, both physical and financial, of any of the great American crops. The improvement of the method of marketing cotton is still one of the great unsolved problems of the Southern States.

A third problem is that of the redemption of its waste lands. No portion of the country is better watered than that which drains the Lower Atlantic Slope south of the Potomac and into the Gulf of Mexico east of the Mississippi. Within these drainage areas are vast districts of lowlands still to be redeemed for farming purposes. The lumberman is now clearing some of its richest bottoms.

With the rise in the value of farm lands these must come under the plow and be made contributors to the food supply of the country. As surplus capital increases engineering talent will be able to find these lands to be reclaimed for habitation.

Missouri Farms Productive.

Camden, Mo., May 1.—All kinds of fruits, garden truck, berries, and produce are raised in abundance, and the live stock industry has materially increased. Until now 10,000 hogs, 1,500 horses, and 500 mules are shipped from Camden and vicinity on an average yearly. Farmers are prosperous and have greatly improved their farms. Such a thing as an old farmer around here having a mortgage on his farm is almost unheard of. Camden also has fine schools, one college, fine church buildings, eight rural delivery routes, free city delivery, paved streets, fine railroad service and Missouri freight rates for shippers, and is wide awake and progressive and looking for industries of all kinds and offering inducements for them.

E. T. HARRIS,
Secretary Commercial Club.

THRIVES ON SEA AIR

Biloxi, Miss., Gives Health to
Its Visitors.

SHIPS LUMBER AND ROSIN

Canning Factories Afford Employment for 3,000 Men, Women, and Children—Many Brought from Baltimore and Returned at Cost of \$25,000 Annually—Population 10,000.

Biloxi, Miss., May 1.—The shipments of lumber, turpentine, and rosin float up nearly \$1,500,000; oysters and fish, over \$2,000,000.

We have five large canning establishments employing about 2,000 men, women, and children, most of whom are brought from Baltimore each spring and return there in the fall at an expense of \$25,000. Near the city are hundreds of acres of cultivable cut-over lands that produce well. It is believed by experts that if suffering poor people in the North could be transported here they would find profitable employment in the winter in the factories and could make food supplies for their families during the late spring and early fall.

Permanent Population 10,000.

Our permanent population is nearly 10,000. We have over 1,500 Northerners in the winter and some 4,000 from adjacent large cities during the heated term. These usually spend over \$1,000,000 annually among us.

We have three strong banks whose yearly deposits aggregate \$7,000,000. Their affairs are so ably managed that the panic had comparatively no evil effect here. There is usually abundance of capital to meet the business demands.

Our city is located at the eastern point of a peninsula, which extends over twenty miles along Mississippi Sound. Throughout its length runs an electric railway connecting our city with Gulfport, Long Beach, and Pass Christian. Besides this, a beach driveway suitable for automobiles skirts the seacoast.

Is Notable Health Resort.

The advantage of Biloxi as a health resort for winter and summer residence are well known by thousands who have visited us. Our thirty-six miles of level, sheltered streets are well lighted electrically. We are amply supplied with artesian water from wells driven 700 feet. One of the distinguishing features of this place, attractive to invalids, is the nerve restoring effect of our balmy sea air, that is constantly saturated with ozone from the near-by pine forests.

Having large areas of both fresh and salt waters, we are abundantly supplied with fresh and salt water fishing. Numerous elegant homes adorn our sea front as well as some of our thoroughfares. While numbers of cottages show the thrift of our industrial class.

HAS GROWING SCHOOLS.

Clinton, S. C., Sent of Permanent Presbyterian Institutions.

Clinton, S. C., May 1.—Clinton, S. C., is sixty miles northwest of Columbia, in Laurens County, at the junction of the Seaboard Air Line and Atlantic Coast Line railroads. It is surrounded by a fertile section of country, which produces abundant crops of cotton, corn, and grain. It is 80 feet above sea level and has